

427 LION SQUADRON ASSOCIATION

PATRONS

G.CAPT. DUDLEY BURNSIDE DSO OBE DFC & BAR

L.GEN. (RET) DONALD MCNAUGHTON CMM CD

M.GEN. (RET) ROBERT CHISHOLM CMM CD

Newsletter

Vol. 1, No. 8

July 2000

FROM THE CHAIRMAN

"From F/Lt. to Group Captain in 55 years"? Great title for a book. It would take me that long to write it, but thanks anyway. Your letters of congratulations (minus the unprintable jokes) were very much appreciated. The first wearing of my new Honorary Colonel uniform in Petawawa last November was a flashback to my first days at Manning Depot in 1941. The uniform didn't fit, my feet hurt, the service cap didn't stay on, the suspenders were for a ten-foot giant, and I couldn't salute because my vaccination arm was swollen. Oh, I was in great shape! However, at the Annual Conference of Air Force Honoraries and Colonels Commandant, which took place in April at 8 Wing CFB Trenton, everything fit. I wore my own shoes, and my saluting arm wasn't used much (except at the bar) so I didn't have a problem there.

The Conference began with a "State of the Air Force Today" address by the Commander of Air Command, and Chief of the Air Staff, LGen David Kinsman, CMM CD. We also heard reports from the Commander of #1 Air Division MGen L.C. Campbell; Deputy Commander in Chief NORAD, LGen G.E.C. Macdonald; "Impressions from a recent visit to the Balkans" by BGen (ret.) L.T. Rowbottom; Public Affairs (Air) by LCol W.J. Chipchase; Air Force Heritage & History by Mr. D.G.L. Pearson; and RCAF Memorial Museum issues by BGen (ret.) J.C. Brace. As a newcomer to the group I was impressed by the quality of the people at this session, and I was proud to be there.

On May 8, I was off to the West Coast to meet with a "Pride" of Lions for lunch. This Gathering took place on May 19 at the Annual General Meeting of the Vancouver Island Branch of the Aircrew

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Association. Thirty-two invitations were mailed to BC Lions scattered around the Province, and 10 joined us for lunch. I was very happy with that, and we had a great time. Our BC representative, Derek Salter flew in from Okanagan Falls, as did Bill Hind from Edmonton, just to be with us. Also at our table were, Pat Mitchell, Allan McCaskill, Jack Frazer, Ed Radford, Ray Seguin, Gerald Walls & his spouse. This was our first "Gathering of the Lions" in the west, and I hope there will be many more. A special 'thank you' to ACA President Ken Pask and his committee for their hospitality. Thanks also to Bill Lowther of Vancouver ACA for his guidance.

The next one will be in Petawawa on July 6, at a Change of Command ceremony, and possibly again in November at the Squadron's 58th Anniversary. Our current CO, LCol Dan Guertin is moving on, and our new Lion Tamer will be LCol Randy Meiklejohn, who will be doing his 2nd tour with 427. To the out-going CO, we thank you for your kind support, and extend to you and your family our very best wishes for the future. Our thanks and good wishes also to 427's CWO, Doug Harvey, who returns to his regiment. And to our Adjutant, Capt. Cindy Gagnon, we hope to see you again following your maternity leave.

Our editor is always looking for interesting material for ROAR. So keep those letters coming, and tell us about your own experiences at 427. We want items from wartime, post-war, and serving Lions everywhere. So, let's keep in touch. Have a good summer.

A.L.d'Eon

MEMBERSHIP NOTES

It looks like our Regular Annual Members are having a busy year, because the renewals are very slow coming in. We are very pleased that some of the renewals have changed to a Life Membership and we thank you for that. This newsletter is the only means we have to bring you all the GEN about the goings-on with 427 Squadron in the past years and today. So, without an updated membership card, you will not be receiving a copy of ROAR.

There is now a change in the annual membership due date. Renewals will now come due on 01 January of each year. That means if your membership was renewed sometime during the year, it will now be due from the next 01 January. So please renew now and you will have a valid card until 01 January 2002.

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427 LION SQUADRON ASSOCIATION

427 Lion Squadron has a proud history. By organizing our members, past and present, into a formal Association in the Spring of 1996, the intent was to help to ensure that the achievements, traditions and memories of this famous squadron are maintained and perpetuated

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Cartoons by 'Muff' Mills and Graphics by Gord Maxfield

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PS: Have you heard about the Annual RMC International Flying Competition for the Birchall Cup? It was held at Kingston the week of 05 June, with teams (Cadets) from the USAF, the RAF and of course RMC. Their flying skills on a number of exercises were tested all week. The trophy was named after Air Commodore (ret) Len Birchall. . I was a Juror for the competition, and had a great week. You can get all the details on the web – [birchall cup@rmc.ca](mailto:birchallcup@rmc.ca)

Wishing you all good health, and have a great summer.

Stan Miller, Treasurer & Membership Chairman

REGIONAL REPRESENTATIVES

UK	Len Pratt 3 Parkfield Road, Taunton, Somerset, England. TA1 4RL Tel: 01823 252343
Maritimes	Wayne MacLellan Box 83, Riverport N.S. B0J 2W0 Tel: (902) 766-4165 (Fighter era)
Quebec	J. Rocky Durocher 2155 Rue Nancy, Brossard, PQ. J4Y 1A5 Tel: (514) 678-8136
	Jim Moffat 810-49 th Ave., Lachine, PQ. H8T 2T2 Tel: (514) 637-7700
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Manitoba	Ian C. Thomson 1027-1630 Henderson Hwy, Winnipeg, MB R2G 2B9 Tel: (204) 339-6883 Fax: same
Saskatchewan	Weldon (Weldy) Moffatt 1112 College Ave., Regina, SK. S4P 1A8 Tel: (306) 522-9938 Fax (306) 757-5599
Alberta	Paul W. Benson 201-545 18 th Ave. S.W., Calgary, AB. T2S 0C6 Tel: (403) 244-3746
B.C.	Rev. Derek S. Salter P.O. Box 433, Okanagan Falls, BC. V0H 1R0 Tel: (250) 497-5172
USA	<i>Open</i>
Petawawa Liaison	Capt. Cindy Gagnon WO Doug Harvey

PETAWAWA REPORT

*Prepared by Capt Cindy L. Gagnon, 427 Squadron
Adjutant / Public Relations Officer*

Hello to all Lions.

Since the last update, the 40 members that had deployed to Bosnia in support of Operation PALLADIUM Rotation 5 have returned, and are healthy and happy to be back home. As soon as their leave was over, we had them hard at work, getting reacquainted with the "lay of the land", and updating qualifications.

Aside from the routine daily tasks and exercises, the Squadron has been gearing up to yet another tour in Bosnia, OP PALLADIUM Roto 7. Training started 29 May 2000, and augmentees from across Canada have arrived for the group lectures and training during the last three weeks in June. The deployment itself is slated for 15 September 2000 -- 1 April 2001. This deployment will support CCSFOR (Canadian Contingent Stabilization Force) and will require eight helicopters and approximately 100 aircrew and support personnel.

The Squadron has also been involved in two search and rescue efforts; one for a civilian helicopter, the other for missing canoeists. These SAR Operations are certainly a change from the everyday army support we provide.

Lastly, Lieutenant Colonel Dan Guertin will be handing over command of 427 Squadron to Lieutenant Colonel Randy Meiklejohn on 6 July 2000. A full-fledged parade will take place at 1400 hours, followed by a reception. We welcome L/Colonel Meiklejohn's return to 427 Squadron and anticipate exciting few years with him as Commanding Officer. L/Colonel Guertin will be missed, but hopefully we will see him on a regular basis, and expect to see him at the Gathering of the Lions.

That about summarizes the activities of the Lion Squadron of late, and we will send you an update in a few months. Best wishes to all former Lions, and have a wonderful summer.

Capt. Cindy Gagnon,
Adjutant

We Will Remember Them

<i>Thomas Stanley Anthony</i>	<i>G.S. (Jerry) Huston</i>
<i>Clarence S. Cameron</i>	<i>Charles Arthur Logan</i>
<i>James F. Dunlop</i>	<i>Bruce McPhaden</i>
<i>Donald W. Frayling</i>	<i>Roy D. Nurse</i>
<i>Eugene F. O'Keefe</i>	

A BRIEF HISTORY OF 427 SQUADRON

- First formed on November 7, 1942 as the Eighth of 15 RCAF Bomber Squadrons formed overseas during WW2.
- Our first Commanding Officer was W/C Dudley Burnside, RAF.
- 427's first aircraft on operations was the Wellington, flying out of Croft, Yorkshire that was then in 4 Group. (6 Group was formed January 1, 1943.)
- Experienced crews were borrowed from 419 Squadron for our first operation to the Frisian Islands on December 1, 1942.
- 427's first bombing raid was to Lorient, France on January 15, 1943.
- In the spring of 1943 following conversion to Halifax Bombers, 427 moved to Leeming, where it remained to the end of the war.
- On May 13, 1943 Metro Goldwyn Mayer (British Lion Films) adopted the new Lion Squadron, allowing the crews to paint the names of movie stars on the nose of their aircraft. Here are some of the stars: Lana Turner, Greer Garson, Joan Crawford, Hedy Lamarr, Robert Donat, Judy Garland, etc. Special passes to the movies were given to all the "Lions" in the form of a special medallion. An MGM News crew was present to film the ceremony, in which a bronze lion was also presented to the squadron.
- Another highlight of our MGM association was the adoption of a real live lion at the London Zoo, courtesy of Prime Minister Winston Churchill. It was named Mareth. This was also caught on film by the BBC.
- Right after VE DAY at war's end, the Lion Squadron was engaged in flying POW's and troops from Europe to England.

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(Continued from page 6) **1952**

- On August 1, ~~1962~~ the Lions were reactivated as a Fighter Squadron, flying F86 Sabre aircraft out of St. Hubert, Quebec, then on to Zweibrucken, Germany. The squadron subsequently served in France, Morocco, and Sardinia.
- 427 was the first Canadian Squadron to be equipped with the CF104 Starfighter. In 1969 they moved to Baden Soellingen, Germany.
- The Lions won several trophies during this period:
 - The Air Division Trophy in 1965
 - The Bradshaw Trophy in 1966
 - The Top Gun Trophy in 1967 & 1970
- In 1968 the Lions were visited by an executive of MGM who presented the squadron with a copy of the film they made at the Leeming adoption ceremony in 1943. (That film clip is now at 427 Squadron Headquarters in Petawawa.)
- 427 Squadron was again disbanded on July 1, 1970. However the Lions began to ROAR again on January 1, 1971 as a Tactical Helicopter Squadron, based at Petawawa, Ontario. They flew Kiowa, Twin Huey, and now the Griffon Helicopter.
- While the squadron is still enjoying its first permanent Canadian home in Petawawa, it has participated in numerous overseas operations. They were sent to Norway, the Sinai Peninsula, Central America, Somalia, Haiti, Honduras, and recently to Kosovo.
- Domestic activities include the Manitoba floods, "The Big Ice Storm" of Ontario & Quebec, and a tour of Canada's north in support of the microwave communication tower links between Alert and Eureka.
- 427 Squadron amassed an enormous amount of flying hours, and won an impressive list of Battle Honours, and individual distinctions.
 - 4 DSO's (Distinguished Service Orders)
 - 2 CGM's (Conspicuous Gallantry Medals)
 - 16 DFM's (Distinguished Flying Medals)
 - 147 DFC's (Distinguished Flying Crosses)

"The Canadian Forces is a vital instrument for translating Canada's commitment to international peace, stability and human security into action. With their actions, the men and women of the Canadian Forces promote on the world stage our values of peace, tolerance and respect for democracy, human rights and rule of law."
427 Tactical Helicopter Squadron is right up front, doing its job well.

FERTE MANUS CERTAS

HANDLEY PAGE HALIFAX

Total number of Halifax aircraft produced 6176. Many readers will assume that Handley Page produced all of them, but this was not so. Under wartime conditions the work was farmed out to any manufacturer who could handle production of this type and was not otherwise committed.

There were five groups producing Hallies at one time or another.

Some 2,100 of Mk's II, III, V and VII by **English Electric**:

1,500 of all Mk's, except Mk V, by **Handley Page**:

1,000 Mk's II, III, V and VII by **Rootes**:

700 Mk's II and III by the **LAP Group**, and

650 Mk's III, V and VII by **Fairey Aviation**.

427 Squadron flew the Halifax Mk V from May 1943 to Feb 1944 and the Mk III from Jan 1944 to Mar 1945 (there was an overlap during conversion). The squadron flew Wimpies operationally during the early months beginning in Nov 1942 and Lancs in the closing months of the war, but it was the reliable Hally that carried the lion's share of the load for the Lion Squadron during the 30 months of war-time operations.

HALIFAX RESTORATION PROJECT

At long last the nose of NA337 is getting an up-lift. The front-end wreckage you have been looking at has been removed, and the framework to re-construct the pilot's compartment, along with the positions of the Navigator, Wireless Operator, and Bomb Aimer, etc is under way. This will no doubt be the most difficult task yet undertaken to restore the Halifax. The working atmosphere in the workshop is excellent as usual, and everybody is confident that you will see the Halifax on wheels within two years. Now, that's good news.

Another group at the museum is concentrating on building a new home for the Halifax. This will be no easy task either. The RCAF Memorial Museum is completely self-sufficient in its operations. Though associated with the Department of National Defence, the Museum is a registered charity that must raise its daily activities and special projects. As a result, unpaid volunteers from the local community undertake the majority of the Museum's operations: restoring artifacts, receiving guests, providing guided tours, and operating the gift and souvenir shop. The Museum is governed by a volunteer Board of Directors comprised of present and former members of the Air Force, members of local governments and other prominent members of the local community.

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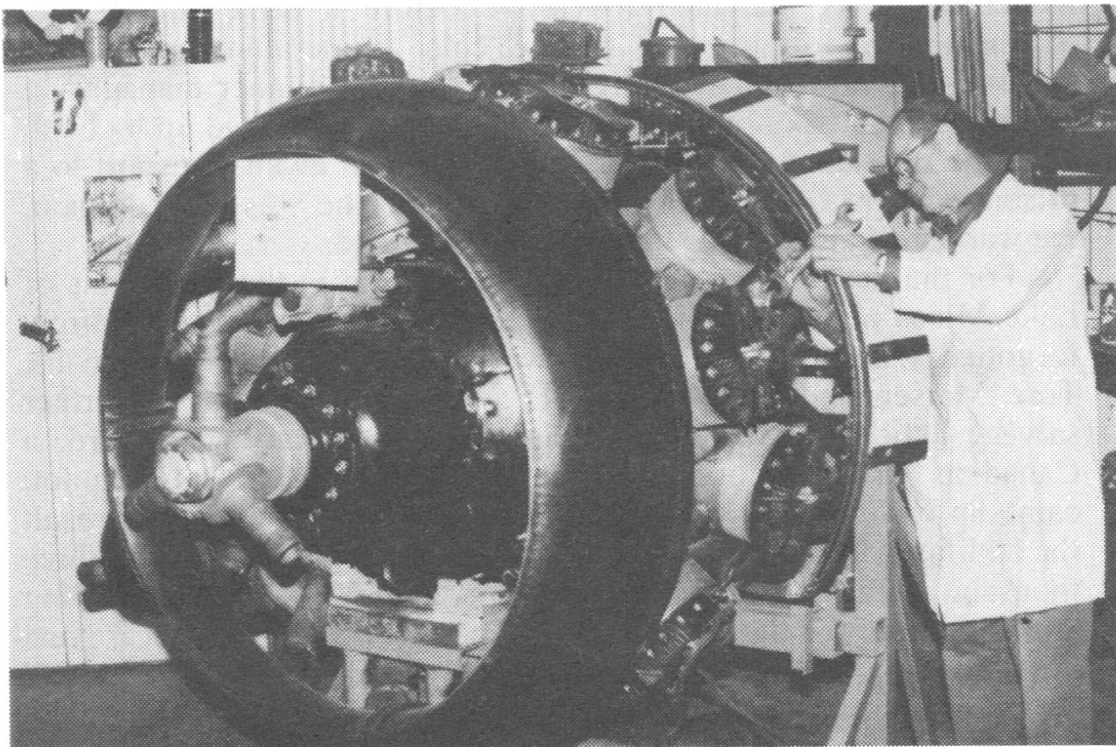
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The restored Halifax will be housed in a newly constructed 43,500 square-foot addition to the museum. Indoor housing will prevent deterioration of the aircraft, and will make it more accessible throughout the year. The Campaign Committee would appreciate any suggestions you may have regarding potential donors or funding volunteers who could help them to achieve their \$5 Million goal.

For more detailed information, write to:

RCAF Memorial Museum, PO BOX 1000 Astra, ON,
KOK 3W0 and ask for a copy of their Capital Campaign
Project.

Web Surfers may also obtain further information on the Halifax Restoration project from web site www.rcafmuseum.on.ca and selecting the appropriate links.



*This is one of the 4 Hercules engines from
Halifax NA337 that have been restored.*

*An outline of the last flight of Halifax NA337 is given
on page 10*

THE LAST FLIGHT OF HALIFAX NA337

In the late evening of April 23, 1945, just 15 days before the end of World War 2 in Europe, a modified Mark 7 Halifax bomber NA 337 of 644 Squadron took off from RAF Station Tarrant Rushton in England, on a mission to drop supplies to the Norwegian Underground forces near Grue, Norway.

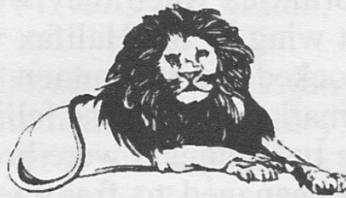
After a successful airdrop early the following morning, NA 337 started the return journey to England. Unfortunately its heading took it over an important and well-protected bridge, at the southern end of Lake Mjosa, where it came under accurate fire from a German anti-aircraft installation. A shell penetrated the starboard wing, igniting the fuel tank, and causing the two engines on that side to fail. Faced with no other alternative the pilot was forced to crash-land the aircraft in the lake. The landing was rough but successful, and all of the crew of six managed to escape before it sank in 750 feet of water. Sadly, because of the cold temperatures, only one person, Flt Sgt Thomas Weightman, the rear-gunner managed to survive. About six hours after the crash, he was picked up by boat. Later he was taken by the Germans to Oslo to await transport to a prison camp in Germany. Fortunately, before he was moved again, the war ended and he was repatriated to England.

For the next forty years NA 337 would lie in the icy depths of Lake Mjosa about two kilometres from shore lost, but not entirely forgotten. Then, in the 1980s it was located by two Norwegians, Tore Marsen and Rolf Liberg. The news spread, but no further salvage action was taken until, in the 1990s, Karl Kjarsgaard, a Canadian Airlines pilot and Jeff Jeffery DFC a WW2 Halifax pilot, came up with a plan to salvage and restore the aircraft. As a result the Halifax Aircraft Association, which has now grown to over three thousand members, was formed to provide impetus and seek funding and assistance for the project. On September 3, 1995, after a great deal of work by many dedicated individuals from Canada and Norway and with Flt Sgt Weightman in attendance, NA 337 finally broke the surface of Lake Mjosa again.





A Gathering of Lions in Victoria, BC - May 2000
*(l-r) Derek Salter, (?), Mr & Mrs Gerald Walls,
A.L. d'Eon, Pat Mitchell, Ray Seguin, and
Doug McLaughlin Sec. ACA Vancouver Island Branch.*



WHY DID THE CHICKEN CROSS THE ROAD?

Richard Nixon: The chicken did not cross the road. I repeat, the chicken did NOT cross the road.

Bill Gates: I have just released the new Chicken Office 2000, which will not only cross roads, but will lay eggs, file your important documents, and balance your cheque book.

Darwin: Chickens over great periods of time have been naturally selected in such a way that they are now genetically disposed to cross roads.

Einstein: Whether the chicken crossed the road, or the road moved beneath the chicken, depends upon your frame of reference.

FALLEN ALLIED AIRMEN

A few months ago our U.K. representative Len Pratt received a copy of a book titled "Falde Allierede Flyere 1939-1945" (Fallen Allied Airmen) which is the work of a Danish author. Included in the list of killed and missing are the names of two 427 Squadron airmen who lie buried in Hoven, Denmark. They are P.O. Everett M. Ford and P.O. John F. Peak. Len Pratt has since forwarded the book to Al d'Eon, and so it becomes a valuable addition to 427 Squadron historical records at C.F.B. Petawawa.

In reviewing "They Shall Grow Not Old" and "The RCAF Overseas 6th Year", we learned that the fallen airmen were air gunners in Halifax MZ 355 captained by S/L Bruce Brittain. They were shot down on a mine-laying operation in the Baltic Sea on the night of February 14, 1945. Records show that the remaining five crew members, including Bruce Brittain were captured.

For more of the story we have borrowed from Don Wilson's article in Airforce Magazine published several years ago.

V for Vicky was a 427 Squadron Halifax Mk, III, based at Leeming. She was flown by 22 year-old S/L W. Bruce Brittain of Montreal. He had already completed 35 operations --- Vicky had more than 40. On the night of Feb 14/45 they had placed mines in Rostock harbour and were headed home, just crossing the coast of Denmark over the North Sea when they were attacked by a JU 88. The fuselage and port wing of the Halifax were on fire and the two port engines were knocked out by cannon fire. The captain turned Vicky back over Denmark, but she was falling apart and he gave the order to bail out. The two gunners were both killed in the attack by the JU 88, the others managed to free themselves from the badly damaged Halifax and parachute to Danish soil. They were soon captured and made prisoners of war.

S/L Bruce Brittain DFC had a long and distinguished career in public service and as Deputy Minister of Veteran's Affairs was a wonderful advocate for veterans. Some 40 years after the end of WW II, DVA staff members learned of the work of a British model maker Michael McHale who had been building models of aircraft flown by the RCAF. They suggested to McHale that the aircraft of their popular boss would be a suitable subject for his next project and he agreed. After a year of painstaking work the model of Vicky was completed. Some mementoes including his ops wings were collected from Bruce Britain and built into the model. Michael McHale even went to the trouble of driving to Leeming and found pieces of the old runway which were ground up and re- shaped to

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form the base where the model now rests in its glass and wooden case.

The paving made it a very heavy package and had to be handled carefully. The task fell to the late Don Morrison, long-time President of the RCAF ex-POW Association. Being an Air Canada retiree he had the right connections. Don, a highly decorated Spitfire pilot, made the presentation to Bruce Brittain in the Veteran's Affairs offices on behalf of Michael McHale on September 13, 1985.

A DAY IN HISTORY

March 15, 1944

Weather: Fine at first becoming fair to cloudy after noon. Visibility 10-20 miles.

The squadron was called upon for operations this date and sixteen aircraft were detailed, the target for the night being STUTTGART. All the aircraft took off successfully but one aircraft returned early piloted by R144492 W/O J. King due to the port outer engine packing-up. Two aircraft failed to return from this operation. The captains being J22145 F/O J.E.Milton, and J25442 F/O H.B. Steves.

From the thirteen aircraft that successfully bombed the target, it was learned that the route markers were very poor and due to heavy cloud cover over the target it was impossible to estimate the damage caused, although a number of large fires and explosions were observed.

"L" LONDON piloted by P/O Harry Holland received flak bursts on the port wing and incendiaries from a friendly aircraft, plus the starboard wing at the same time. On return to base, a 4 lb. Incendiary was taken out of the wing. "J" JOHNNY piloted by P/O Weldon received a flak burst over the target that shot off the astrodome and holed the mid-upper turret. Luckily, no injuries to personnel were sustained. Three aircraft landed away from base.

Source: 427 Sqdn. War Diary.



WORLD WAR I - Vimy Ridge

Countless Canadians of all ages viewed the recent ceremony in Ottawa when the Unknown Soldier, who was returned from Vimy, was laid to rest at the foot of the National War Memorial. It was a fitting tribute and permanent memorial to the sacrifice of some 27,500 Canadians who died in the service of their country and have no known grave, and to the more than 110,000 Canadians who made the supreme sacrifice in the wars of the 20th Century.

Mention of Vimy Ridge brings to mind an article written a few years ago by John Jarvis for the Calgary Herald describing his impressions of the Vimy Memorial. John was a rear gunner and flew operationally with 427 Squadron. After VE Day many of the crews of Bomber Command flew their ground crews on sightseeing trips to view parts of Europe. On May 15, 1945 John's crew captained by another Calgarian, Don McNeill, made such a trip. On the route back to Leeming the crew realized they would be flying close to Vimy Ridge and decided to take a closer look at the Canadian War Memorial located there. The following are extracts from The Calgary Herald article by John Jarvis :

The high ground on which the memorial stands is comprised of 250 acres in the area known during the 1917 battle as Hill 145, close to the centre of Vimy Ridge. The acreage was turned over to Canada in perpetuity as a memorial park by the French government.

The base of the memorial is 145 metres above the valley floor. The memorial rises another 69 metres above the crest. We circled it several times at an altitude of less than 100 metres, so we were actually looking up at the memorial as it stood at the top of the hill known as Vimy Ridge.

Of course all of this detail about the monument and the battle it memorialized was not what we were thinking about as we circled the hill repeatedly. What fixed the event in our minds was the sheer beauty of the white Adriatic marble, glistening in the noonday sun. Then the huge concrete base, forty thousand square feet in size with twin spires rising 226 feet above it making this one of the largest war memorials anywhere.

We had two 19 year olds in our crew. The rest were all in our early twenties. None of us was born yet when the Great War ended, but we all remembered what a big fuss was made in 1936 when we were all kids in school and the Vimy Memorial was dedicated by King Edward VIII during his brief reign. Thousands of our relatives either fought at Vimy, or were memorialized in its stone. The Canadian Corps operating, I believe, as a distinctly Canadian unit, won the battle of Vimy Ridge. In so doing they suffered 10,602 casualties,

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3,598 of whom died. The Canadian Army won Vimy Ridge, which the French Army had previously tried to do and failed. The enemy never even attempted to regain the ridge.

Remembrance Day is always a special day but for me it always takes me back to those moments, so soon after days, weeks and months of battle, when we circled that huge, beautiful commemorative monument glistening white in the noonday sun.

MARITIME FLYERS TAKE NOTE !

In January we received an interesting note from Wayne MacLellan of Riverport, NS, introducing himself as our representative in the Atlantic Provinces. So here he is wearing his SPAADS badge, next to his 427 Lion Squadron badge. He writes:

"Since we have never met I thought you might need some information if someone asks: 'Who the Hell is Wayne MacLellan?' For your information, I joined the RCAF in 1957 on a short-term commission. After seven years flying Sabres (427 Sqdn) and T-33s (Portage), Mr. Hellyer decided he could do without my services. I then flew with Qantas in Australia for a few years and after that, came back and flew with Air Canada for 33 years. During my last ten years with Air Canada there was a lot of "desk flying". My wife and I have been married for 38 years and have four children and eight grand children."

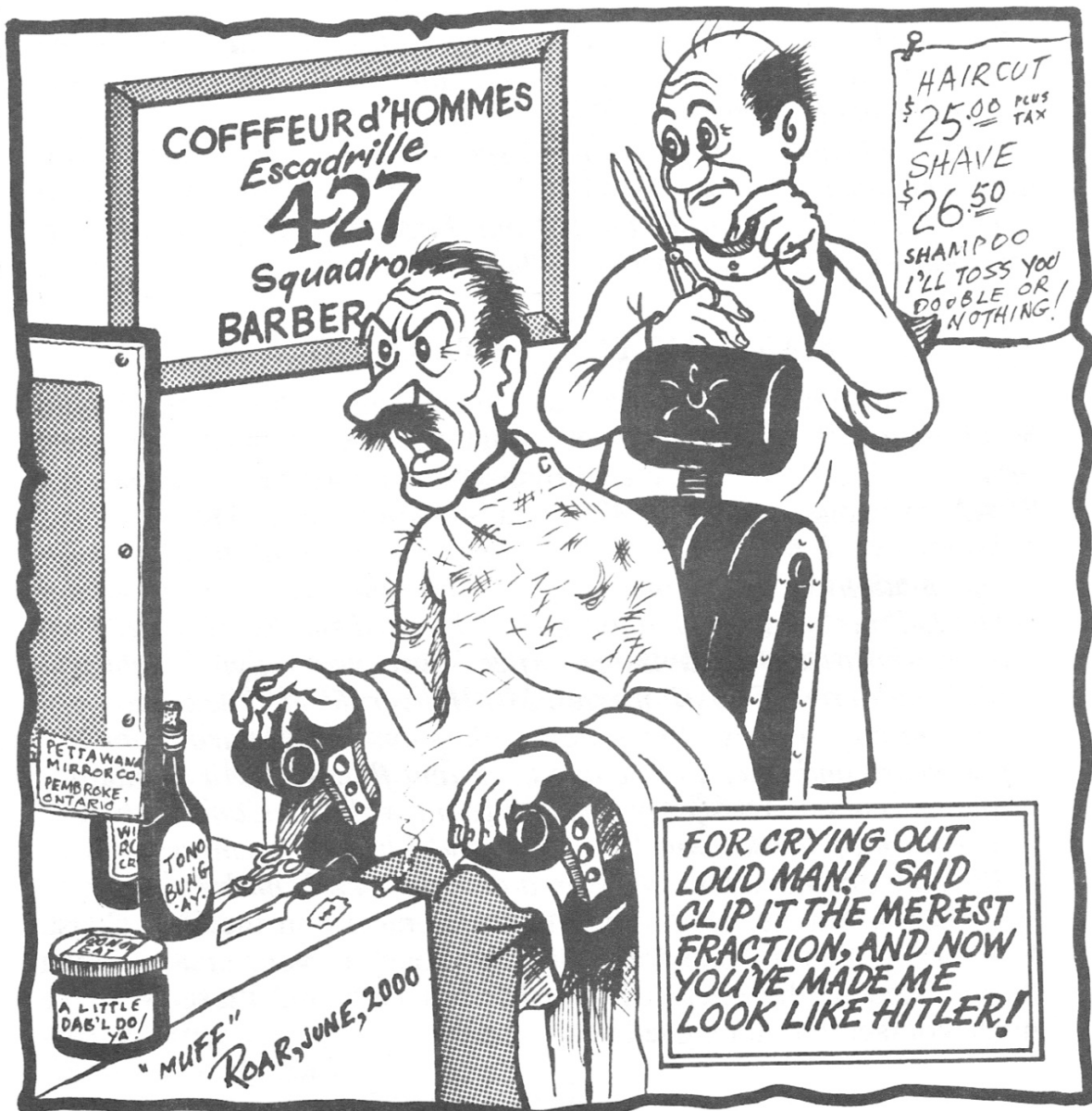
Thanks Wayne. Good hunting for members on the East Coast. We should plan a "Gathering Of The Lions" in your area, inviting those listed in the enclosed Membership List, and those we have made contact, but not signed yet.

THE DANGERS OF FLYING

A plane was taking off from Vancouver Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom. "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from Vancouver to Tokyo. The weather ahead is good and therefore we should have a smooth and uneventful flight. Now sit back and relax -- OH MY GOD!" Silence.

Then the captain came back on the intercom and said, "Ladies and gentlemen, I am so sorry if I scared you earlier, but while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!"

A passenger in coach said, "That's nothing, he should see the back of mine!"



THE BUFFALO THEORY

A herd of buffalo can move only as fast as the slowest buffalo. When a herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by regular killing of the weakest members.

In much the same way the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, we all know, kills brain cells, but naturally it attacks the slowest and weakest brain cells first. In this way regular consumption of beer eliminates the weaker brain cells, making the brain faster and more efficient machine. *That's why you always feel smarter after a few beers.*